



INTERURBANS



The National Electric Railway News Digest

MARCH 1947

UIC ABANDONS

Train on UIC Railroad Makes Its Last Run

OGDEN, UTAH, Feb. 15 (Special)---The last run of the Utah-Idaho Central Railroad ended this evening at 8:20 when the last train groaned to a weary stop at the Ogden interurban terminal after its 94-mile run south from Preston, Idaho. At 12:01 AM Sunday, Feb. 16th, a federal district court order suspending operations of the UIC's rail line from Ogden to Preston will take effect and the second of Utah's "big three" interurbans will become a memory (Salt Lake & Utah abandoned last year, Bamberger Railroad still operates).

Coincident with the suspension of rail service, S. J. Quinney, receiver of the railroad, announced the appointment of Theodore Schneider, former operating head of the SL&U, as general manager. The company will continue to operate busses between Ogden and Preston with three daily roundtrips.

The last passenger train pulled slowly out of the Ogden yards this morning at 9:30, bound for Preston, Idaho, with motorman W. Jessop, Ogden, at the controls. Oldtimers watching the green and white electric interurban train seemed almost to sense a hesitancy on the part of the old car as it responded to the electric current, and a nostalgic feeling crept into the hearts of those observers who knew it was "the last run."

Giving an added tinge of heartache was the knowledge that Mr. Jessop rode the first UIC train out of Ogden to Preston when the line was completed (November, 1914). When Jessop locked the controls upon his return with the last train, the UIC as a rail line was ended.

The cause of the abandonment of UIC's rail operations was a mounting deficit which had continued to grow for the past several years.

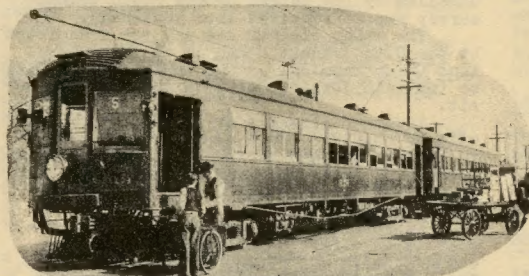
The last day of operation was a "blue" day around the yards and offices of the UIC. Only a few of the employees were still on the job, and some were not sure where they were going to find their next jobs. But that was not the cause of the nostalgic feeling that slowly engulfed them. The real cause of it was the certain knowledge that the line "to which we have given the best part of our lives," as one employee said, was folding up for good.

Saturday required "doubling up" for the superintendent of transportation, too, when the dispatcher failed to show up, with the result that F. F. Atkinson completed his last day as both superintendent and dispatcher. He was not too busy, however, with only one train running.

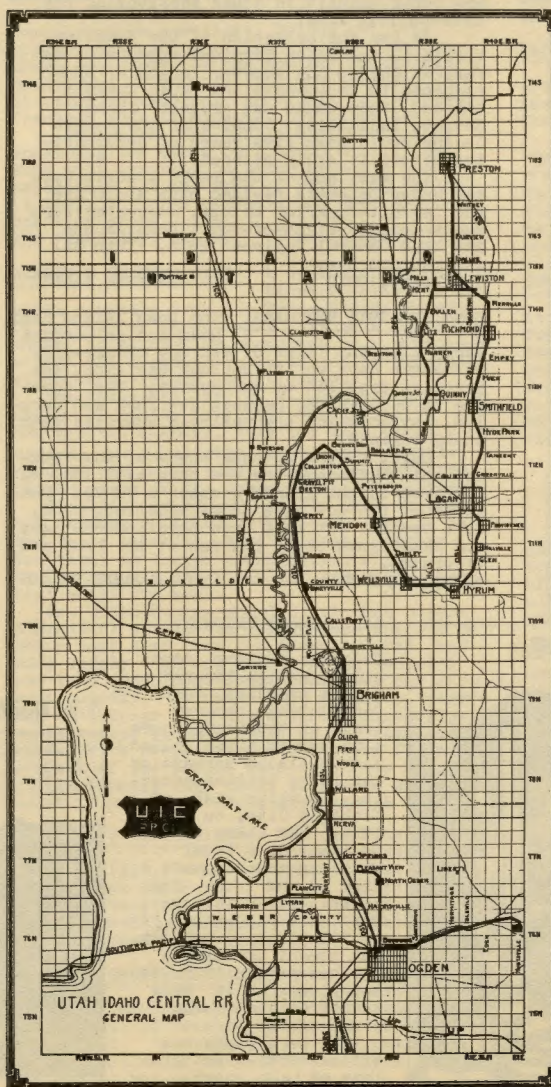
Let's delve into the history of the UIC in this last tribute to a fine interurban line. The INTERURBANS files record the fact that the UIC was the outgrowth of the Ogden streetcar lines. In 1900 David Eccles, early day pioneer financier and railroad executive, purchased the Ogden Rapid Transit Co. and became president. In 1906 the line was extended to the mouth of Ogden Canyon, and later the Ogden & Northwestern Railway to Utah Hot Springs became part of the new company. More extensions brought the road into Plain City, and in 1909 included the Ogden Canyon resort, The Hermitage.

By 1915 the road was continued to Huntsville, and many carloads of sheep, beets, hay and farm products were hauled through Ogden Canyon over this branch, which was cut several years ago.

Construction of the main line northward over the Collinston Divide opened up a rich farming country to easy access to and from Ogden. UIC trains sped comfortably, safely,



UTAH IDAHO CENTRAL RAILROAD CO.



TRAINS



BUSES

The UTAH IDAHO CENTRAL
RAILROAD CORPORATION
"CACHE VALLEY ROUTE"

TIME TABLE

CORRECTED TO DEC. 14, 1942
Subject to Change Without Notice

Between

PRESTON, IDAHO; LOGAN, UTAH
CACHE VALLEY POINTS
BRIGHAM CITY, OGDEN

Salt Lake City
and Intermediate Points

Rail Service Over
Collinston Divide

Automobile Bus Route Through
Box Elder and Sardine Canyons

Fast and Frequent Service
Electric All Steel Trains

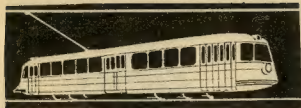
and frequently between Ogden (where patrons transferred to waiting interurban trains of the Bamberger Railroad for Salt Lake City) and cities of the Cache Valley: Mendon, Wellsville, Hyrum, Logan, Smithfield, Lewiston and across the border to Preston. The main line was built under the corporate name of Ogden, Logan & Idaho Railroad Co., which later was changed to UIC.

One of the features of the UIC was the substantial brick shop and car barn erected in North Ogden near 17th and Lincoln Ave. The shops were equipped with unusually fine and complete machinery (even to a transfer table), and heavy repairs, including complete rebuilding of cars, was carried on throughout the company's lifetime. It is not yet known what will be the fate of these fine shops; perhaps the Bamberger Railroad will be interested in them, at least to the extent of acquiring some of the machinery.

Disposal of UIC cars and locomotives awaits sale of assets. To date, cars 501, 507, 508 and 601 have been scrapped; some gondolas have been sold to steam railroads.

So the Utah-Idaho Central joins the impressive ranks of departed interurbans. It played an important role in the development of the Cache Valley and it will be missed. Those who never rode a UIC train over Collinston Divide missed one of the most spectacular interurban trips of all time.

INTERURBANS thanks Fred Fellow, Robert Bork and Charles Savage for material upon which the UIC abandonment article has been based.



• NEWS FLASHES •



INTERURBANS

The National Electric Railway News Digest

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NEW OTTAWA CARS

Right-of-Way Assured for New Rapid Transit

CLEVELAND, OHIO, Feb. 3 (Special)---Nickel Plate Railroad has offered to sell outright to the City Transit System rights of way and operating privileges between E. 37th St. and Windermere Station, East Cleveland, for the sum of \$4,250,000; this was the chief item unveiled by the latest DeLeuw rapid transit survey report received late yesterday.

The offer cleared the way for a decision by the City Transit Board on whether Cleveland Union Terminal or the Public Square will be the main downtown station for rapid transit.

If the railroad's offer is accepted, it will be possible for a rapid transit system from 112th St. and Madison Ave. N.W. to Windermere in East Cleveland to be in operation within a year and a half, according to Mr. DeLeuw.

DeLeuw made it clear that this new report is in effect an amendment of his more comprehensive report made in October, 1945. The new report deals exclusively with the east-west route, leaving undisturbed the recommendations of the 1945 report concerning rapid transit in other sections of the metropolitan area.

As for the selection of the downtown terminal, the Union Terminal appears to be favored due to the shorter length of time required to accommodate the rapid transit trains; they would use present Shaker Heights facilities. Choice of the Public Square would mean five years of construction before it could be ready.

The west end of the rapid transit system under DeLeuw's revised plan would use the Detroit-Superior Bridge, Edgewater Park and a private right-of-way alongside the New York Central Railroad to W. 112th St. and Madison Ave.

CLEVELAND, OHIO

---STEVE LAKOSZ

LONG ISLAND'S NEW CARS: The Long Island Rail Road put in service March 11th the first of ten new double-deck passenger cars on its Montauk division, the heaviest traveled of the system. The cars are to be operated between New York and Babylon, beyond which the railroad operates with steam engines.

Built in the Altoona shops of the Pennsylvania Railroad, the new cars seat 134, as compared to the standard coach's 72-78. The first of the new cars to be received, #202, is a trailer but both ends have control cabs and headlights so it can run at the head end of trains.

FLUSHING, N.Y.

---JAMES WILSON

SOUTH SHORE TRAGEDY:

Thirteen persons were killed and 14 injured when a speeding South Bend-Chicago one-car train of the South Shore line struck a bus filled with railroad workers at the Andry station crossing, 10 miles east of Michigan City, on Feb. 17th. The scene of the accident is a level crossing and commands a view of the track for several miles each way. The train was making 65 or 70 miles per hour at the moment of impact. The bus was split in two and pieces of it were scattered along the right-of-way.

The car, #107, was little hurt as the picture at left shows.

---E. VanDusen

OTTAWA, ONT., Feb. 25 (Special)---Ottawa is to have 20 brand new streetcars. The Ottawa Electric Railway Co. has announced that it has ordered 20 thoroughly modern cars from Ottawa Car & Aircraft, Ltd., to be built on a cost-plus basis, with the possibility of 16 additional cars of the same type being ordered later. The new cars will form a new class---the 1000 class---and in design will be somewhat similar to the company's present 800 class. They will be low-slung, with noiseless trucks, arch roofs and latest type seats.

The new cars will comprise only a part of the company's \$2,000,000 improvement program. Also in the plans are the modernizing of its 900 and 800 class cars.

The 22 cars of the 900 class will be equipped with new trucks, motors, gears and pinions; gears and pinions have been acquired from Third Avenue Railway of New York.

The 60 cars of the 800 class are to be given noiseless gears and pinions, making it possible for the company to offer noiseless operation over all its system after the improvement program has been completed.

Upon delivery of the new cars, cars of wooden construction purchased from Toronto early in the war will be scrapped, along with older steel cars of the 600 class.

The importance of Ottawa Electric Railway's decision to install new streetcars is difficult to overemphasize in these days of trolley coach ascendancy throughout Canada. It is a vindication of INTERURBANS' prediction that either Canadian cities would build their own cars or go to trolley coaches, instead of paying the extremely high costs of PCC cars north of the border. This action is also important because it marks the first instance of non-PCC or PCC-type new car construction on a large scale since the Third Ave. Railway concluded its aluminum car program just before the war. The industry and all its friends will await with interest the unveiling of these new cars.

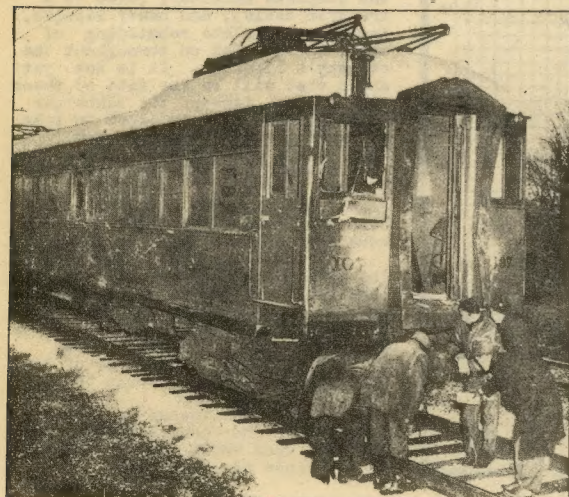
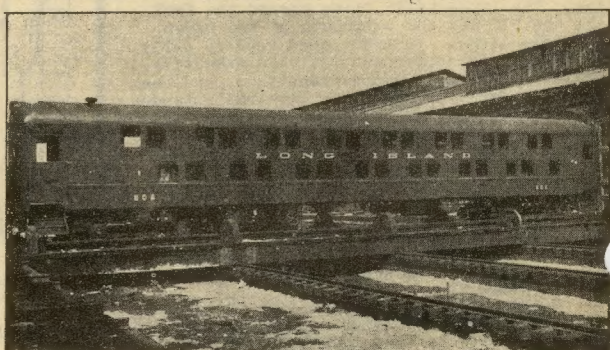
TROOST EXTENSION APPROVED: With a majority of property owners signing a petition for the extension of Kansas City's Troost Ave. streetcar line, L. P. Cookingham, city manager, has been authorized by the city council to prepare an ordinance to extend the line from 55th St. and Troost Ave. to a loop south of 63rd St., a distance of more than a mile. The petition was signed by 66% of the property owners.

Powell C. Groner, president of Kansas City Public Service Company, stated that the company desires to start construction at once, in order to get it completed by early summer. The Troost Ave. extension is a part of the company's \$8,000,000 transit program.

James A. Williams, one of our Kansas City subscribers, comments as follows:

"The Troost Ave. extension is very important. This line has the first PCCs that were put in operation in Kansas City, back in 1941. It is one of our best traveled lines."

New Double-Deck Car Arrives for Long Island Rail Road



Sparks

OF NEWS AND OPINION ON ELECTRIC TRANSIT

FT. DODGE INTERLOCKING: The Fort Dodge, Des Moines & Southern has had its applications to the ICC for permission to be permanently exempted from the ICC's interlocking rules denied. The interurban was ordered to install track circuits through seven interlocking limits and also to install electric switch looking at its seven railroad crossings by Sept. 1, 1948. The interurban had asked to be excused from compliance with these ICC rules on the plea that it was financially unable to comply. The ICC retorted that this could not be recognized as an excuse. Until the necessary safeguards are installed, all Fort Dodge trains and those of the other roads (Chicago & North Western, Chicago Great Western, and Minneapolis & St. Louis) must come to a complete halt at the crossings affected.

COOPERATIVE TRANSIT: Cooperative Transit Co. will replace cars with busses soon on its Lansing line. Cars will continue to operate on Bridgeport, Martins Ferry and Yorkville lines, the last on the system.

WHEELING, W.VA. ---W. J. B. GWINN

PITTSBURG COUNTY TO ABANDON: Application has been made to the Interstate Commerce Commission for authority to abandon the entire line of the Pittsburgh County Railway Co. of McAlester, Oklahoma. This company operates seven cars over two lines: from McAlester to Alderson (7 Miles), and from McAlester to Hartshorne (18.6 Miles). Cars are three lightweight passenger cars (#34, 35, 36), a freight motor (#52), a line car (#48), another freight motor (#51) and a portable substation. The company asserts in its application that public convenience does not require the line's operation and that revenues are insufficient to justify further operations.

FJ&G TO GO DIESEL: Some small degree of comfort may be gleaned by certain of our readers in the news that the Fonda, Johnstown & Gloversville, one-time premier interurban line of New York state, is embarked on a program to convert its freight-only system to diesel-electric operation. The company has purchased its second 1,000 HP diesel.

BIRMINGHAM CARS ON WAY: Just a line to let you know that the Birmingham PCCs have started on their way. There are twenty in the Pullman yard here in Worcester---two are on flats ready to go, 18 have old type trucks prior to installation of PCC trucks. They are numbered in the 800 series and are painted cream along windows, a large red stripe with "Birmingham Electric" on it along the middle, and a dark green or black (?) bottom.

WORCESTER, MASS. ---DUDLEY JONES

CHICAGO UNIFICATION PROGRESS: Federal Judge Michael L. Igoe has ordered confirmation of the reorganization plan for the sale of Chicago Rapid Transit Co. (operating the city's elevated lines) to the Chicago Transit Authority. Sale of Chicago Surface Lines to CTA has already been approved by Judge Igoe with the U.S. Circuit Court of Appeals concurring after it had been challenged by a minority stockholder. The order for sale of CSL will be presented March 5th and a similar order covering the rapid transit lines will be presented March 19th. \$14,000,000 is the price to be paid for the el lines, with \$75,000,000 to be paid for the surface lines.

PHILADELPHIA RECEIVING NEW CARS: Philadelphia Transportation Co. has taken delivery of the first of its post-war PCC cars. The cars were built by the St. Louis Car Co. and are part of an order for 110 PCCs scheduled to be delivered this year.

SAN FRANCISCO CRACKS DOWN: A startling plan has been unveiled by San Francisco's police department which is to be tried out to test its worth. The plan is simple but drastic: all automobiles and trucks will be barred from using Market St. between the hours of 4 and 6 PM to speed up Municipal Railway service. Deputy Police Chief Michael Riordan declared that "massed traffic must move aside to give mass transportation a chance," adding firmly, "We mean to try it."

At present, movement of streetcars on Market St. is frequently bottlenecked by autos during the rush hours. The plan will permit autos to cross Market St. but none may turn onto Market St.

The plan requires amendment of existing ordinances by the Board of Supervisors which will take a month before it can be tried. Barring automobile traffic from Market St. in the evening rush hour is expected to speed up streetcar movements by at least 25%.

A joint Army-Navy board has recommended a new San Francisco Bay crossing in the form of a tube with a connecting subway loop at its San Francisco end plus three connecting subway systems in the Eastbay. A table of comparative travel times between Eastbay points and San Francisco, accompanying the board's recommendations, brings out some highly interesting facts: travel time by train and ferry (before the Bay Bridge was built) was 60 minutes from Havenscourt; now it takes 73 minutes. From 12th and Broadway formerly took 41 minutes, now takes 45.

Meanwhile, the battle over keeping or scrapping the cable cars rolls merrily on, with mail arriving on Mayor Lapham's desk reportedly 6-1 in favor of retaining cables. At least a year's reprieve has been granted the tiny cars.

SAN FRANCISCO, CALIF. ---ED BREITKREUTZ

WINNIPEG DEFENDS CARS: A spokesman for the Winnipeg Electric Co. spoke recently over the Trans-Canada Network in defense of streetcars; his talk was in answer to an earlier broadcast by a newspaper writer who urged the elimination of Winnipeg streetcars without qualification.

The spokesman, Mr. R. W. Queens-Hughes, in charge of public relations and publicity of the railway company, asserted that transit experts now agree that streetcars, trolley coaches and motor busses all have their own proper place in the average transit system.

In cities of 400,000 to 700,000, stated the company official, streetcars should be the basic vehicle. Rapid transit systems are vital in larger communities, while in the small city under 100,000 the motor bus best suits the need.

Mr. Queens-Hughes pointed out that modern streetcars accelerate faster than any bus or motor car; that they can travel faster and more safely than any rubber-tired vehicle; and that under most conditions they can stop more quickly. He noted that 29 autos, carrying an average of one and three-quarters persons, occupy as much space as one streetcar loaded with 50 passengers. Between 75 and 85 percent of the people in a city move about by public transit and "their interests are paramount if democracy means anything at all."

WEST TOWNS CONVERSIONS: Two car lines of the Chicago & West Towns Railways (Ill.) were converted to bus recently with the delivery of 20 new busses. Lines affected were the Madison and Lake Street routes serving Oak Park, River Forest, Forest Park, Maywood and Melrose Park.

PORTLAND ORDERS TCS: Portland (Ore.) Traction Co. has awarded a contract for 50 trolley coaches to Kenworth Motor Truck Corp. of Seattle on its low bid per unit of \$17,700. Developments to be expected are the conversion of two streetcar lines about the end of the year.

READING ABANDONMENT: Reading Street Railway has received permission from the Public Utility Commission of the state of Pennsylvania to convert to bus operation all streetcar routes except that route between Reading and Mohnton, known as the Reading-Southwestern line.

WASHINGTON FLASH: Capital Transit has been turned down on its proposal to substitute the Benning line. The Public Utilities Commission further ordered CTCO to proceed "as promptly as reasonable" with reconstruction of track. This severe defeat for busses will be covered in detail in the next issue of INTERURBANS.

GARY QUILTS: Feb. 28th was last day for the Gary Railways and the 10 cars at the Coke Plant have gone to the junkmen.

ELMWOOD PARK, ILL. ---J. J. BUCKLEY

PHILADELPHIA FARES UP: Philadelphia Transportation Co. has been allowed to place in effect its dime fare, after the State Superior Court turned down a city appeal for further delay. The new fare will add more than \$5,000,000 yearly to the company's coffers, but most of the increase is already spoken for by hiked-up wages for employees.

15¢ FARE?: Boston Elevated Railway's public trustees have voted to maintain the existing 10¢ fare; a proposal had been made by Donald W. Nicholson, president of the Massachusetts State Senate, to raise the fare to 15¢ in an effort to prevent impairment of the railway's cash position.

SCRANTON LINE TO GO: Scranton (Pa.) Transit Co. has asked the Public Utility Commission for permission to abandon its Laurel Hill streetcar line in favor of busses. Abandonment of this line was first proposed five years ago but action was deferred when the war intervened.

TWO INDIANAPOLIS LINES ON EDGE: On the edge of the abyss are two lines of Indianapolis Railways, the East Michigan and the West Washington routes. The East Washington rail line will be kept.

"BULLDOG DRUMMOND": This ace mystery show will replace "Spotlight on America" as the national radio program of the transit industry. The new program will be heard over Mutual at 9:30 PM Friday, EST, one-half hour earlier than the present show.

SWEDISH PCC CARS: Transit Research Corp. recently announced that it has concluded a patent license agreement for the manufacture of PCC cars with a large Swedish concern with the name (spelling not guaranteed) of Aktiebolaget Svenska Järnvägsverkstadsarna of Linköping. Exclusive PCC rights have been awarded ASJ for Sweden, Norway, Denmark and Finland, with non-exclusive rights for Poland.

News of the Clubs

CONNECTICUT VALLEY DIVISION (E.R.A.) held a trolley excursion March 23rd covering lines of the Connecticut Company in West Haven, also lines to Yale Field, Lighthouse and East Haven.

RAILROAD BOOSTERS held an excursion the same day on Pacific Electric, taking a 1000-class car to cover lines of the Western District, including the Subway, Beverly Hills, Glendale and Burbank.

BRANFORD ELECTRIC RAILWAY ASSN. is reported to have taken over the Branford line of the Connecticut Company on March 7th; however, no official confirmation has been received.

BAY AREA ELECTRIC RAILROADERS' ASSN. went to San Diego on Washington's Birthday, covering operating lines of San Diego Electric Railway and even taking cars over abandoned trackage of #4 and #12 lines.

A well-written, exhaustive history of electric lines in Pennsylvania has been published by Bryant Alden Long, Intermezzo House, Verona, New Jersey; send 35¢ for your copy.

Announcing --- Special No. 5 ---
The Denver & Interurban Railroad

Goodbye To - KITCHENER By Bill Houston

KITCHENER, Ont., Feb. 15 (Special)---50,000 people, the inhabitants of Kitchener-Waterloo are becoming accustomed to the latest transit vehicles of the trolley coach type. Streetcars on the last remaining trolley line, the King St. route---better known as the "K-W" line---gave way to ten Canadian Car-Brill TCs on January 1st. Since before the turn of the century, public transit service on King St. was provided by streetcars. Down through the years, despite the best efforts of the city's Public Utilities Commission maintenance crew, the track and cars gradually deteriorated to such an extent that their replacement was absolutely imperative. Greatly increased usage of the main line during war years hastened its final obsolescence. The large expenditure which complete rebuilding of all track, as well as to purchase modern cars, would entail caused the PUC to decide to convert the line to trolley coach operation.

Trolley coach overhead was erected well in advance of the date set for the changeover. With the delivery of the first six TCs early in December the necessary operators were put through a training program.

Thanks to Bill Houston of Kingston, Ont., INTERURBANS presents a roster of Kitchener-Waterloo streetcars as of date of abandonment, plus a newspaper account of the changeover.

-THE GLOBE AND MAIL, THURSDAY, JANUARY 2, 1947.

Twin City Mayors Open New Trolley Bus System

Kitchener, Jan. 1 (Special).---The Kitchener-Waterloo antiquated street car system was scrapped today in favor of trolley coaches, the first city in Ontario to take this step.

Official inauguration of the new system took place this afternoon with Mayor Brown of Kitchener and Mayor Hilliard of Waterloo cutting a ribbon dividing Kitchener from Waterloo. Members of Kitchener's PUC, city and town councillors, L. O. Brethaupt, MP, and Joseph Meisinger, MP, were among officials attending the inaugural ceremony. About 1,500 citizens witnessed the event.

Maintenance crews worked until yesterday stripping the ice from the trolley wires which brought a premature death to the Twin City's street car system four days before its replacement by electrically operated trolley coaches.

Free rides were given to the public from 2:30 p.m. to 4 p.m. on the eight coaches placed into operation.

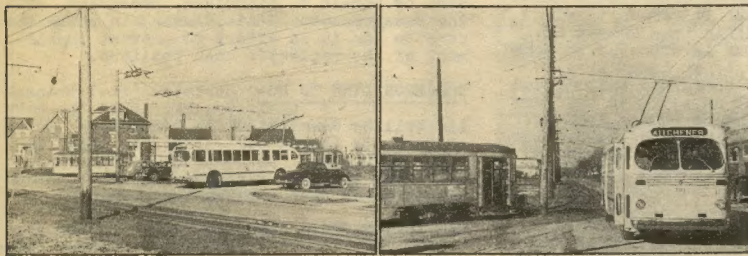
Opened With Horse Cars

The old Berlin-Waterloo street railway was established in 1888 with only a horse car on a single line of track. The regular service was one horse car from each end every half hour. Sleighs were provided for heavy winter service. Substitution of electricity for the horse occurred about 1894. Electors ratified the purchase of the street railway in 1907. Berlin, then a town, paid \$83,200 for the system. In May, 1939, the cross-town bus service was inaugurated. The transportation system now carries about 1,200,000 passengers every month.

Some of the old street cars may be a familiar sight in the area for some time. The Kitchener PUC reports that numerous inquiries have been received, asking if the trolleys may be purchased for use as housing units or for conversion into summer homes. It is not known what will be done with the eight miles of track or how soon it will be lifted.

CAR NO.	TYPE	Roster
14	Single truck snow sweeper.	Brill, 1905
16	Double truck, single end flatbed motor with small cab at front. Rebuilt from double truck passenger car #16 (which was purchased in 1909 from St. Johns, New Brunswick, where it was #200).	
18	Single truck snow sweeper.	Brill. Came from Cleveland Electric Ry. in 1930.
22	Double truck, single end wood passenger cars with cleristery roof. Built by Preston Car & Coach in 1912. Two-man, rear entrance cars.	
24	Double truck, single end wood passenger, deck roof. Purchased in 1916 from the Cleveland Electric Railway; two-man car, rear entrance. This car did not see much service the last three years.	
32	Double truck, single end steel Peter Witt cars, arch roof. Purchased 1921	
34	from Cleveland Electric Railway. Built by Cincinnati Car Co., 1919. Car 38	
36	was Cleveland #108.	
38		
40		
62	Single truck, double end Safety cars, built by Ottawa Car Co., 1923.	
64		
66	Single truck, double end Birney car, built by St. Louis in 1919. Purchased from Peterborough, Ont., Radial Railway where it was #35.	

Only cars purchased new were 14, 22, 24, 62 and 64. The others were purchased used.

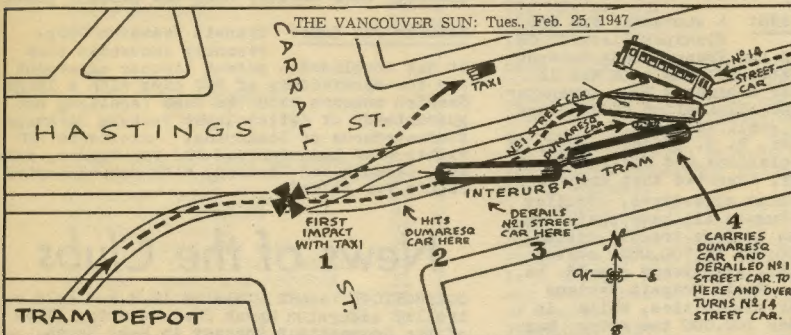


Contrasts Between the Old and New.

In the view at the left, showing an overhead crossover and trailing from in the trolley coach current distribution system, an old type, small, single truck street car is seen to the left of one of the new trolley coaches. In the view at the right is seen one of the new trolley coaches and the front half of one of the street cars which have been replaced.

CANADIAN TRANSPORTATION, FEBRUARY, 1947

Strangest Traffic Accident in Vancouver's History



Trams Hit

A BCER spokesman called it "an utterly amazing accident."

KNOCKED UNCONSCIOUS

Motorman James Dinsmore of the two-car Central Park interurban was knocked unconscious, apparently by electric shock, just as his tram left the depot.

E. W. Arnott, vice president and transportation manager of the B.C. Electric said there was "no evidence that Dinsmore suffered shock" but hospital authorities and ambulance men reported the motorman's hand burned badly and treated him for electric shock.

Arnott said he had never known a motorman to get a shock through the controls of a city street car or interurban and fellow motormen agreed the accident was unique.

MOTORMAN'S STORY

From his General Hospital bed, the still dazed motorman described it this way: "I had just reached up to put the control around and away she went—500 volts right through me. I couldn't let go."

The operator frozen to the controls with a heavy charge of electricity passing through his body, a double-tram interurban train ran amok at Hastings and Carrall streets at 10 p.m. Monday, injured more than 60 persons, wrecked two streetcars and two automobiles.

Thirteen persons were rushed to hospital by ambulances which made repeated trips, and four persons, miraculously alive, were removed from a crushed automobile nearly one hour after the accident occurred.

The accident was the most sensational ever seen on a Vancouver street. Among the injured were some of the 50-odd passengers on the trams involved. Practically every person involved was considerably shaken up.

Ambulance men, traffic officers and fire department rescue crews rushed to the scene were amazed to find there were no fatalities. Persons were pulled through shattered windows and from beneath toppled-over trams, but they all were alive and, in fact, few had more than a severe shaking up.

One of the most seriously hurt was Motorman James Dinsmore, 31, who was paralyzed from shock when an estimated 500 volts passed through his body from some defect in the controls of the interurban tram.

Witnesses said he screamed with pain as the tram suddenly shot out of the Carrall Street station into Hastings Street traffic.

With Dinsmore unconscious on the floor, the tram hurtled ahead, picking up the sedan of Sam Dumaresq, 40, of 3864 W. 9th, hurtling into an eastbound No. 1 streetcar and hurling a westbound No. 14 off the rails.

The near tragedy, which sent 13 persons to hospital was touched off by a run-away Central Park tram which thundered out of the B.C. Electric depot at Carrall and Hastings Monday night, knocked a taxi flying, bowled over two street cars, and crushed a second auto like a tin can, causing \$5000 damage.

It was one of the greatest traffic smashups in the city's history, shaking up an estimated hundred persons. By a miracle nobody was killed.

Many of the victims owe their lives to the lightning action of a former tram operator who applied emergency controls, tore the paralyzed motorman away from a flow of current. A brakeman, Neil McKinnon pulled the tram trolley off the wire.

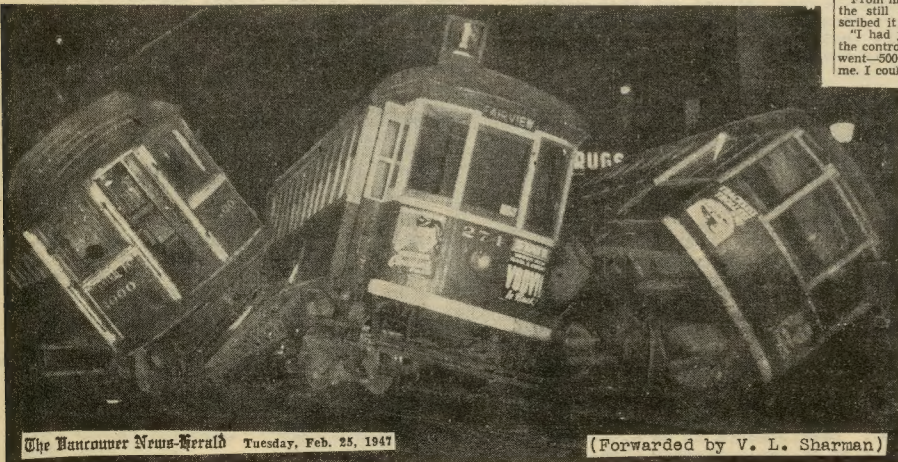
The accident was a freak—apparently caused by a short circuit which hit Motorman James Dinsmore with an estimated 500 volts, knocked him unconscious to the floor of his two-car tram, and blinded onlookers with a tremendous flash of light.

Chief Inspector of Railways Swanson worked all night trying to determine the cause of the near tragedy.

Street railwaymen's union will also launch a "very thorough investigation," secretary Robert Cormack of Local 134, reported. The BCER will do the same.

At press time no claims for damages had yet been filed in connection with the accident, but a B.C. Electric spokesman said that the company "certainly expected a number of claims" and added if they were fair, the company will pay.

Nationwide publicity given this BCER wreck prompts us to publish the facts. Cars involved were 1000-1007, 274 and 350. Absence of any serious injuries speaks well for sturdy construction of cars.



The Vancouver News-Herald Tuesday, Feb. 25, 1947

(Forwarded by V. L. Sharman)

Interurbans

28

Goodbye To - YAKIMA

By Robt. S. Wilson

Yakima's long-postponed rail abandonment took place at midnight Feb 1st, following a "Parade of Progress" on Yakima Ave at 7 pm. Boy Scouts carrying lighted flares escorted old No. 7 on its last run. The three modern cars followed, carrying pioneers and old timers who rode the first car or were instrumental in building of the lines. Behind these came two of the old Mack buses purchased in 1924 and 1925, then the company's more recently acquired buses, and finally the six new 34-passenger Twin Coaches acquired this year, three of which will take over the runs held by the street cars. Also featured in the parade were two early-day "horseless carriage" type automobiles, marchers, and commercial floats. Old 7 was piloted on its last run by Athol Chapman, one of the oldest employees of the company still working, who for many years past has held a freight run, and will continue that work. The Yakima High School Band rode in 7, all windows of the car being open so that the music might be heard more plainly along the route of march. Affixed to either side of old 7 were placards made by the school boys, reading: "The Last of the Gay 90's. Parting is Such Sweet Sorrow. Like H---!" All passenger service was suspended during the parade. At 6th Ave and West Yakima, while 7 continued its lonesome way to the barn, the three steel cars got back to the every day business of hauling passengers, working in regular schedule until the usual closing hour of midnight. Loads were heavy, and numerous people, both young and old, were observed riding to the end of the line and returning on the same car, obviously enjoying a farewell ride. Despite a quite general feeling of "good riddance" on the part of many people, particularly newcomers to the city, there was no vandalism observed, and the crowds were orderly. Likewise some were heard to remark about the "parade of progress -- in reverse." The two oldest cars, 6 and 7, will be dismantled. The bodies are to be located on company property and rented to employees for living accommodations. It is understood the three newer cars will be returned to the manufacturer (ACF-Brill) for rebuilding and shipment to South America.

A slight rerouting of the Fruitvale line will result in buses looping at the terminus via Old State Road, Franklin Ave, and Fruitvale Blvd.

The last weeks of trolley operation here were marked by a hectic series of accidents and troubles which kept the repair crews hard pressed to maintain service, due largely to lack of proper maintenance since the all-bus decision of last spring. It was necessary to re-weld rail joints at one point on Yakima Ave only two days prior to abandonment. Two derailments, three collisions with automobiles, two split switches (the latter 1 1/2 blocks apart and within a few minutes of each other) and numerous back-shop sessions for mechanical troubles enlivened the final fortnight. A broken axle on old No. 6 led to its premature relegation to the boneyard, leaving only one spare rail car available for the last three weeks of operation. This, of course, prevented participation of 6 in the parade.

Illustrative of two schools of thought are editorials in Yakima daily papers on the passing of the street cars:

Editor No. 1: "Now that Yakima is preparing to retire its street cars, many a pioneer is thinking back to the time when riding the street car was a major social diversion. Automobiles were not only scarce but tricky. The street cars were safe and their speed considered most delightful. Many a pioneer club, planning a spring picnic, made a trip on the street car its chief pleasure. Club members rode to Wiley City, where shaded picnic spots were plentiful, and enjoyed the ride as much as any other feature of the day. Occasionally some daring young souls would even charter a street car and tour over all the transportation company lines during a rollicking evening featured by much singing of the songs of a bygone day with refreshments served at some home at the close of the outing. Those were the days of joy in the world about one which could be seen at a leisurely pace instead of at today's speed of 50 miles an hour or more in a dash through the countryside. Today the street cars are being discarded; yesterday they represented glamor and romance to the young lovers who used them. Marriages based on street car courtships seemed to stick."



Y.V.T. CAR #21, ONE OF THREE MASTER-UNIT CARS BUILT BY AMERICAN IN 1930. CARS 20, 21, 22, 6 AND 7 FURNISHED PASSENGER SERVICE DURING LAST YEARS OF OPERATION. Y.V.T. GOT OUT OF INTERURBAN BUSINESS IN 1935. (Janssen)

Streetcar Era Comes to Close

Trolleys Served Early Day Needs

By WILLIAM H. WRIGHT

When the last streetcar rolls into the Yakima Valley Transportation company barn next week, a period in the history of transportation in the Yakima valley will come to an end.

It also will be certain for street railway transportation in the state of Washington, for Yakima is the last city in the state to be served by electric cars. Many longtime residents of Yakima will remember some of the early days of electric railway operation in Yakima, but it has been left to a rail fan—one of those persons whose hobby is information about street railway systems—to provide details of the history of transportation in the Yakima valley.

Started in 1907

Robert S. Wilson has had city transportation for his hobby for more than 25 years, and he has published several booklets about operations and experiences in Yakima and other Northwest cities.

Streetcar service was started by the Yakima Inter Valley Traction company on December 16, 1907, when three tiny, yellow, open platform Tootnerville began operating from Ninth street and Yakima avenue to Johnson's corner, now Sixteenth and Lenox avenues. The single track went out Yakima avenue to Twelfth avenue, thence to Division avenue, and along one side of Sixteenth avenue, then known as Miles avenue.

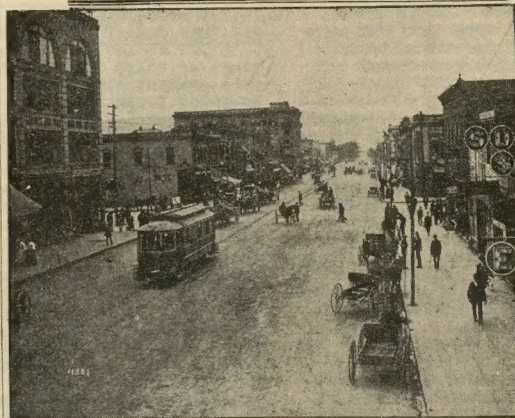
Jack Splawn, George S. Rankin, N. C. Richards and J. E. Shannon were among the organizers of the first corporation, a purely Yakima enterprise.

Service Expanded

The company started out by obtaining franchises for lines to South Nob Hill, Summitview, Fruitvale, Fairview, North Fourth street and Maple street, Summit-

Picture of Downtown Yakima 39 Years Ago

YAKIMA MORNING HERALD, YAKIMA, WASH.



Yakima's streetcars were the big noise in transportation when this picture was taken from Yakima and Front streets in 1908. The streetcar was one of those operated by the Yakima Inter Valley Traction Co., forerunner of the Yakima Valley Transportation Co. which next week will replace its remaining streetcars with buses for passenger service. The photo is from a collection owned by C. L. Gowey of Seattle.

view and Fruitvale received service in 1910. Fifteen-minute service was rendered on the lines and today, with the city several times larger than it was then, not so frequent service is operated.

Early electric line plans envisioned routes to Moxee, Zillah, Wiley, Selah and Naches. Only Wiley and Selah ever received service, and the Moxee line got only as far as the Yakima river, where a bridge pier was built. When the flood of 1917 hit, the rails went out, and the Maple street line was cut off at Sumach park.

This almost forgotten park was

the recreation center for Yakima for many years before the flood washed it out. It even had a small zoo, and at one time it was a fine source of revenue for the street car line. The park was an excellent spot for anyone interested in mosquitoes. The old Maple street track served the circus grounds, located where the Washington junior high school stands today.

Railroad Buys Line

In 1910 the YVT established service on its Wiley line, and a year later interurbans began to run to Selah. Cars ran every two hours on these routes. Three heavy in-

terurban cars of 32-passenger seating capacity, with smoking room, lavatory and baggage compartment in each car, were used.

The contemplated network of lines never materialized because of the changing railway picture in the Yakima valley around 1910. The Union Pacific system bought the local enterprise and the Northern Pacific built a branch to Naches and another to Moxee. The subsidiary corporation was known as the North Yakima & Valley Railroad, and it was used as a block to keep the Union Pacific from extending its line to Seattle, as well as to keep the Milwaukee railroad from approaching Yakima from the east. Zillah got two railroads, obviating any electric line service to it.

Orchards Served

In 1915 the Selah line was extended to Taylor and Speyers, and the Henrybro line was added beyond Harwood on the Wiley route. Another spur was built to serve the Gilbert orchards. In 1945 the line beyond Selah was cut out because of lack of business.

Only Fruitvale and South Nob Hill remained in operation to the last. The Fairview line went out of existence in 1938 when the YVT was faced with rebuilding the tracks to conform with the street oiling project. The Fairview line extended a half mile east of the fair grounds until 1917. The North Eighth street line was discontinued in October, 1946.

Editor No. 2: "It has come belatedly to our attention that the city of New York has found a buyer for its discarded street-cars, the Compania Nacional de Tranvias, S.A., of Lima, Peru. Other laid-off street cars, some right off Broadway, are going to Sao Paulo, Brazil. We hope our street cars likewise find a final working place in some distant nation seeking to modernize its transportation system (with emphasis on the "distant") and suggest that such an ideal disposal of our beloved old trolleys could be improved upon only were the ship carrying them to sink without a trace."

Rerouting of two bus lines has been approved by the City Commission on a temporary basis, effective with the all-bus substitution. If the routings prove satisfactory, the franchise

will be amended to make them permanent. South Nob Hill buses will follow Yakima Ave, S. 11th Ave to Division St, then the former rail route South Tenth Ave buses will use the inner portion of the former South Nob Hill rail route on S. 6th Ave and Pine St to 10th Ave, thence on their present route. The change is made to avoid an awkward detour around the short private way used by the trolleys from the end of Pine St to Division and Queen Aves, and to divide the heavy loads of this line more evenly between the smaller-capacity vehicles now taking over.

Goodbye To - LANCASTER

By Fred



CONESTOGA TRACTION CO. CAR #68 PASSING SIDING BETWEEN AKRON AND EPHRATA. THIS CAR, A CINCINNATI LIGHTWEIGHT INTERURBAN, GAVE A NICE RIDE. (Kramer Photo)

WORCESTER BUS TROUBLES: Here is a followup for the clippings I sent in last December which you showed on the last page of the January 1947 issue of INTERURBANS. With this "modern" all-bus system we have hopeless crowding, long waits, streets jammed with slow-accelerating busses, and let me add: virtual suffocation from fumes while riding or even while walking on the sidewalk. Note that the member of the city council regrets that he voted for abandonment of trolleys, and that along with the charges of inadequate service to riders are complaints of the downtown area being clogged with busses! Also note the remark about 100 breakdowns. This is what an expenditure of \$1,700,000 in the last year and a half on busses has done for Worcester!

WORCESTER, MASS. ---RICHARD L. DAY

(Ed.: We reproduce a portion of the newspaper clippings forwarded by Mr. Day.)

State to Make Inquiry Into City Bus Service

Inspectors to Check All Routes; Attorney Defends Company at Utilities Hearing

By Telegram State House Correspondent
BOSTON, Friday — A thorough inquiry into bus service provided by the Worcester Street Railway Co. will be made by the State Department of Public Utilities.

This was disclosed last night as the department concluded an all-day hearing called, the first step in its inquiry.

Next will be a check of bus routes by inspectors of the railway and bus division of the department, under direction of Director William H. Kirley. Recommendations for changes in routes and service are expected to be made by department order at its conclusion.

Hint of Competition

Highlight of yesterday's hearing, attended by 25 persons, was the suggestion another transportation system in competition with the railway may be established. It was made by Rep. Joseph A. Aspero (D-Worcester), who described present bus service as "awful."

"We are coming to a point where we are going to have a competing bus line in Worcester," Aspero said. He did not elaborate this statement.

"I favored the substitution of busses for trolleys a few years ago," he declared, "but I regret my action now, because it has proven unwise. There is now no such thing as a schedule at peak hours."

"If this transportation system cannot render proper service then we may as well do without it in some sections."

"I don't know what solution this commission may have for the problem, but a competitive line in Worcester may relieve and remedy the situation."

Fleming Urges Hearing

Sen. William D. Fleming (D-Worcester) suggested the utilities commission visit Worcester and hold public hearings there, but warned the commissioners: "You may think we legislators are prejudicial toward the railway, but if you held a hearing in Worcester there wouldn't be a hall large enough to hold all the people who would want to attend."

The Worcester senator contended that much of the poor service was due to failure to keep busses in repair. He insisted it was not uncommon for as many as 100 busses to break down in a single day.

NEW YORK SCRAPPING: Conversion of the Tenth Ave. and Broadway car lines of Third Ave. Transit System has evoked more comment about local transportation than anything I can remember. Most of the comments (about 3 to 1) are definitely uncomplimentary but since half of the cars have been burned and the other half are awaiting shipment, I guess it's TS for the passengers. In spite of the comments, pro-motorization plans are going ahead at a great clip with at least five lines due to go within the month.

NEW YORK, N.Y. ---STEVE MEYERS

MILWAUKEE'S CARS SAVE THE DAY: One of the most severe snowstorms on record paralyzed transportation in and near Milwaukee on February 1st through 4th. The 12-inch initial snowfall quickly put gas busses and trolley coaches out of service, but throughout the entire storm some streetcars remained in operation providing the stricken metropolitan area with at least a semblance of order. Lines which were kept open were the 3rd St., Villet St. and 27th St. Interurban service was restricted, although the big green trains continued to run from the Public Service Building to Waukesha. 100 passengers were forced to spend the night in an interurban car which was snowbound near Kenosha. So severe was the storm that many streetcars were derailed and even one of the heavy V-plows jumped the track on Wells St. tying up clearing operations until emergency crews could get it back on the tracks. The North Shore resumed service to Chicago early in the storm, operating from a terminal at S. Fifth St. and Harrison Ave., not attempting to reach its downtown terminal over the 3½ miles of snow-clogged streets. Photos of the Milwaukee storm appear on Pictorial Page, were forwarded by Kenneth R. Williams.

PHOENIX CONVERSION: Five new busses have spelled doom for the Phoenix Municipal Railway's Kenilworth (5th Ave.) line. Streetcars now in use on the Kenilworth line will be transferred to the Washington St. line. The system made a net profit of \$27,330 in January, and the most profitable line of all was the Washington St. line, netting \$9,466.

PHOENIX, ARIZ. ---DUNN NOBLES

JANUARY DELIVERIES: St. Louis Car Co.'s PCC production for January, 1947, totaled 15 units; 14 went to Johnston (Pa.) Traction Co. and one went to Mexican Tramways Co. of Mexico City.

On February 8th, the Ephrata line of the Conestoga Transportation Company closed its doors to business. Abandonment had originally been scheduled for the first of the month but severe weather experienced during the first few days of February probably kept the cars rolling, for the bus route weaves and twists on rough back-country roads. This marks the finale of one of Pennsylvania's best liked interurban lines.

The Ephrata line served the big plant of the Radio Corporation of America in the outskirts of Lancaster. It offered a convenient link between Akron, Brownstown, Talmadge and Mechanicsburg with the cities of Lancaster and Ephrata. In typical interurban style it followed the side of the road to Mechanicsburg and there, taking to the fields and hills, it clove its way to Ephrata. There were frequent passing sidings and of particular note was the long steel trestle over the Conestoga Creek between Talmadge and Brownstown.

The Cincinnati curved-side cars in use at the end were in poor shape; even their speed was lacking. Especially noticeable on all cars was the deplorable condition of the paint. However, nothing was wrong with the cars that an overhaul wouldn't cure. One of the cars, #69, was slightly burned and was consequently completely stripped. Even the portable substation, long seen at Mechanicsburg, is now sitting forlornly in the yard.

Also sharing the fate of the Ephrata line is the 6th Ward Circuit, operating on the city portion of the Ephrata line; with this line went out at the same time the Laurel and Filbert St. loop, the Duke-FRR route and the East Belt line. Thus all the trolley lines on the square are gone.

The sole survivor is the short line to Rocky Springs Amusement Park with the 7th Ward city portion to be continued with cars. Rocky Springs will be kept only as long as the truss bridge escapes condemnation. The East Belt line will have its rail and wire saved inasmuch as it is the connecting link to the barn.

Busses for the changeover will probably come from radiating suburban bus routes on which new busses have been placed. Some of the cars will no doubt be scrapped although rumor has it that some company in the southern United States is interested in them.

Thus a once large and proud suburban and interurban system has dwindled to almost nothing. Whether or not putting busses on Penn Square instead of trolleys will solve anything remains to be seen. They already had crowded the northwest corner to capacity and line the curbs on the southern side of the square.

NEWS FLASHES

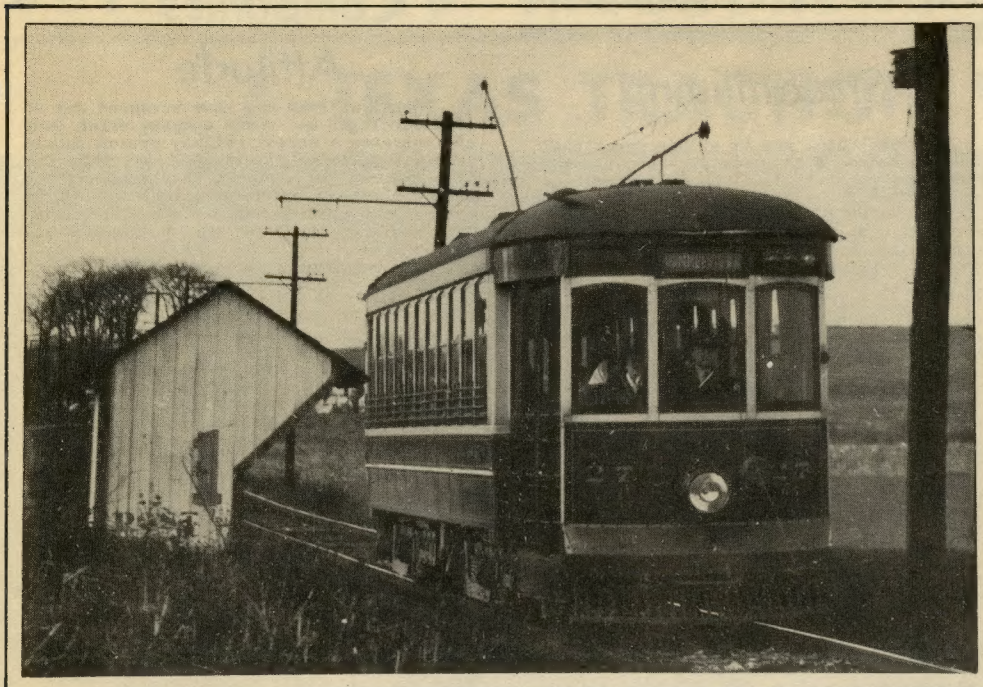
HAMILTON DIES: Thomas G. Hamilton, president and general manager of Gary Railways Co., passed away in Gary on February 24th. For more than half a century Mr. Hamilton had been active in the electric railway industry, beginning with Pittsburgh Railways in 1895; later he went to Cuba and organized Cuba's first railroad. In 1907 he went to Gary to supervise construction of an electric streetcar system, serving also as chief engineer in the early days of the South Shore interurban line. He was elected head of Gary Railways in 1943. Mr. Hamilton was a great good friend of electric railway enthusiasts, welcoming their excursions to his system.

THREE COLUMBUS LINES TO GO: Trolley coaches will replace streetcars on three Columbus lines by June 1st, it was announced by Columbus & Southern Ohio Electric Co. The three lines involved are the High, Whittier and Long-Livingston.

WINONA ABANDONMENT: A famous old-time interurban electric railway figures in the news again as the Winona Railroad Co. (now 100% diesel) is authorized by Division Four of the Interstate Commerce Commission to abandon that portion of its lines from Warsaw, Indiana, to Wabash Junction, approximately 39.6 miles, plus 1.3 miles of sidings and turnouts.

NEXT MONTH: THE BRANFORD ELECTRIC RAILWAY ASSN. By Comdr. E. J. Quinby

Goodbye To - HERSHEY



HERSHEY TRANSIT CO. CAR #27 AT SPEED ON HUMMELSTOWN LINE BETWEEN HOCKERSVILLE AND SWATARA A FEW DAYS BEFORE ABANDONMENT. (Kramer Photo)

NIAGARA COMMISSION REPORTS

BUFFALO, N.Y., Feb. 13 (Special)---The long-awaited report of the Niagara Rapid Transit Commission was made public today. Public ownership of International Railway and all of the other fourteen transit companies in Erie and Niagara counties was urged in the report; it also advocated the setting up of a Transit Authority to direct the activities of the merged companies. Three other recommendations were:

1. An eight-year, \$16,000,000 modernization program, including \$6,000,000 to pay for IRC, the remainder to go for new equipment.
2. PCC cars are economically impractical in Buffalo due to the necessity of replacing virtually all IRC rails, which have deteriorated badly.
3. Trolley coaches are urged for the six remaining IRC rail routes and gas busses for all other routes.

The Commission was sharply critical of International Railway Co. in its report, and recommended taking over the company as soon as possible.

IRC has lost no time in opposing the NRTC report. An analysis of the report was made by IRC experts and copies sent to members of the New York State Legislature. The analysis urges legislators to defeat the bill, branding it "a long step backward and toward the left---toward government ownership which has proven a failure."

Public sentiment in Buffalo appears to be divided, with the Courier rejecting public ownership and the Evening News favoring it, the latter paper stating that the IRC has disregarded the interests of the people.

BUFFALO, N.Y. ---WM. KESSEL

100 MORE SUBWAY CARS: The New York Board of Transportation has awarded a contract for 100 cars for the IRT Division of the New York City subway system to the American Car & Foundry Co. ACF made the low bid, \$6,390,900. On October 3, 1946, a previous order for 400 cars for the BMT and IND Divisions was also awarded to ACF.

PACIFIC ELECTRIC NEWS: To assist in accident prevention, PE is now engaged in an extensive program of new block signal installation on these lines: between north end of Graham Yard and outbound distant signal at Watts interlocking plant; on Bascule Bridge line (San Pedro) as this line is returned to passenger service---Los Angeles-San Pedro trains will use the Bridge, Long Beach-San Pedro trains will continue to use the West Basin line; replacement of present signal bridge and semaphore signals at Watts interlocking plant by installation of searchlight type dwarf signals will commence soon. During 1947 signals will be installed on all four tracks between Slauson Junction-Watts. During 1948 block signals will be installed on all four tracks between 9th & Hooper Sts. and Slauson Junction, also on the Santa Ana line between Watts and end of private right-of-way at Artesia St., Santa Ana. During 1949 block signals will be installed on line between Watts and El Segundo, also between South Los Angeles and Torrance.

Car notes: Locomotive 1592 (ex-Central California Traction #24) entered service on March 14th; 1593 is being overhauled prior to entry into service---its unusual box cab will be retained. The three ex-CCT express cars (8, 9, 10) are still untouched. 1552 was burned and scrapped on March 13th. The 4660s have been returned to Torrance and are being robbed for parts. Second 4601 is being motorized and modernized and probably will become the 409. Now on Torrance scrap track: 4661, 4660, 4662, 1038, 1017, 401, 404, 402, 00155, 1040, 1423, 1560. Cars now being modernized: 4507, 4518, 4512, 4501. 1235, 1254 and 1258 have been scrapped. 1242's motorization is almost finished. Car 608 was badly damaged when it ran a yellow board and crashed into a standing Southern Pacific freight train at Macy St.; car will cost \$6500 to rebuild and chances are it will not be rebuilt in the near future.

ST. PETE ABANDONS LINE: A communication from H. B. Downing, superintendent Division of Transit, St. Petersburg (Florida) Municipal Railway, states: "The 9th St. North-Municipal Pier streetcar line was abandoned May 6, 1946, and replaced by motor bus. No other streetcar lines have been converted as yet, but ALL streetcars will be done away with as fast as busses can be delivered. Further conversion will take place this summer and it is hoped we can complete it within a year." And so another good city transit system heads for a decline. Too bad! LAWRENCEBURG, TENN. ---STANLEY D. CREWS

Upon the arrival of eight new busses, Hershey Transit Company trolley service was at last halted at midnight on Saturday, Dec. 21st. Just before the war, some busses were ordered for Hershey, but due to the emergency they were diverted to the hard-pressed Harrisburg Railways system. Now, more busses have arrived and the town known the world over for its chocolate has lost its trolley system.

Base service to the end was carried on by three of the distinctive Brill cars: two serving the Palmyra-Hershey-Hummelstown thru line, the other assigned to the Hotel Hershey-Hershey-Campbelltown line. The cars were excellently maintained, both on the inside and outside. As of a few years ago, the track was in poor shape; however, track gangs took up the loose rail joints and improved riding immeasurably. Though not perfect, the cars were able to unleash more of the speed which they were capable of attaining.

Fares were low---the three-mile Palmyra ride, the mile-long ascent to the swank Hotel Hershey, and the four-mile trip to Campbelltown were five cents each; only the five-mile ride to Hummelstown had a 10¢ fare.

Passenger equipment consisted of their dozen or so standard Brill cars bought at various times and the three cars bought from the old Lancaster, Ephrata & Lebanon Traction Company. They were somewhat heavier and not as fast as the others and consequently were seldom used. One of these cars, #8, was at the rear of the barn, not used at all. Some of the cars will probably go to South America.

Other cars included several freight motors, (one of which came to Hershey from Trenton under its own power), two sweepers, a flat, and a construction car rebuilt from passenger car #3. Absent, of course, were #1 and #2---sister cars of #3---which have been scrapped for a few years now, as well as work car #5, and the deluxe Birney car.

The Birney, #30, was unique with skirts and air horns. Bought from Grand Rapids by the late Mr. S. Hershey, it was placed in service on the winding Hotel Hershey line. The single-trucker, however, couldn't take the sharp curves and it jumped the track too frequently. At length the Birney was retired and in 1942 it was sold to Marion Rys.

For several recent years service on the line around the Hotel was discontinued due to the sharp reverse curves and the trouble they presented. Besides the threat of derailment, there was the whistling and the screeching of the flanges which annoyed the Hotel's guests. Hence, only the noon car would make the circuit in order to keep the franchise.

At one time Hershey Transit lines extended to Lebanon and Elizabethtown (with connections there for Lancaster). A line was projected through Fredericksburg to Jonestown but was never built. The cars even carried these destinations on their curtain signs. Elizabethtown was the first to go in 1940 and was followed then by the portion of the Lebanon line between Lebanon and Campbelltown. The Lebanon-Campbelltown line was later taken over by a separate bus company, but to this day no replacement has been offered to Elizabethtown as Hershey Transit never operated any busses.

Hershey Coach Company will probably extend service into Harrisburg and Dauphin County will surely miss its last trolleys. Incidentally, the passing of these green-and-cream cars marks the end of the sole survivor of America's small town trolley systems.

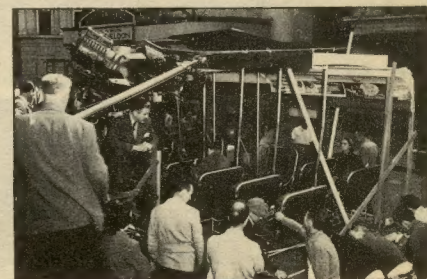


Photo above shows full-scale mockup of PCC car interior constructed by Warner Bros. for new Joan Crawford film, "Possessed."

TAPPING THE FIELD

By J. E. Reifschneider

Tale With A Moral

If a railfan had said it, no one would have paid much attention. They would have said that the railfan was prejudiced. But when the leading columnist in the alumni publication of one of our largest universities says so, it is entitled to some consideration (Romyn Berry in Cornell Alumni News, January, 1947). We happen to know this columnist and know that he is not a railfan, and probably doesn't know what a railfan is.

The columnist was pointing out that the city and the college community were growing apart, that formerly the students took an active part in downtown affairs, but of late years their activities were largely confined to a new business community that had grown up near the university. To quote:

"The university has become a community separated from the city of which it is physically a part; self-sufficient and largely self-sustaining. The Lyceum went, and then the trolleys. Little by little, there came to be less and less need for students to go down the Hill as one function after another moved up." (Underlining ours.)

Although the trolleys started operating in this city in 1888, it was not until 1893 that they went up the hill and began to connect the university with the town. Although separated by slightly less than two miles, there is an elevation of over 400 feet to be overcome, so it is quite a walk, particularly during the long cold winters when the steep sidewalks (some grades up to 20%) are covered with snow and ice. Steepest grade on the trolley was 13%, as it curved around a bit to avoid the steepest part of the hill. The trolleys were abandoned in 1935, and busses were substituted, which busses are still in operation.

Now busses are, according to some misguided individuals, considered "modern transportation." They are supposed to represent an improvement over trolley cars. If this is so, why did the columnist assign the abandonment of the trolleys as a factor in the separation of town from gown? It is evident that he does not consider the busses as a satisfactory means of transportation for linking the university community with the city.

We were very familiar with this situation when it was a trolley line, and have visited it again since busses were substituted. The busses are operated about as well as busses ever can be operated, but there is not the reserve capacity in the bus system to handle the occasional heavy crowds that the trolley took in its stride. The bus, as we have so often said in this column, and perhaps never been believed, does not offer the same inducement or encouragement to ride as the trolley car. Bus salesmen will deny this, and would laugh at us—but whenever you come up against an unprejudiced observer, the truth of this assertion is sustained.

If a railfan had said it, they wouldn't have believed it. But here is some outside testimony to the same effect.



EDITOR'S NOTE: Mr. Reifschneider welcomes suggestions for articles to appear on this page.

Streamlining

Streamlining may be either functional, i.e. to reduce wind resistance and power consumption; or esthetic, i.e. to improve the appearance of the cars. It is useless functionally below 40 or 50 mph, and is hardly worthwhile unless speeds exceed 60 mph. Above this speed the power consumption of electric cars is substantially reduced and the saving is greater at very high speed. Streamlining is of most value for single cars, or perhaps short trains or two or three cars. The streamlining of the front end of the diesel electric locomotive and of the rear of the observation car on 17-car trains such as now speed between Chicago and the West Coast is of very little value because the skin friction along the sides of the long train produces more drag than would conventional front and rear ends. But the diaphragms between cars help a great deal in eliminating the eddy currents of air between adjoining cars.

Streamlining is not new. In the 1900s a number of steam railroads experimented along this line. It was the Baltimore & Ohio, if memory serves me right, that built a streamlined train. In the early 1900s a number of interurbans experimented. The "Honey Bee" between Indianapolis and New Castle was inaugurated with cars built as a result of these experiments. The front end was a parabolic wedge and the rear end rounded. Two cars were built about 1912 for the Arrow Line (Oneida Line of the New York State Railways between Syracuse and Utica) to the same or similar design. Service on the Strang Line out of Kansas City and on the Dan Patch line out of Minneapolis was performed with gas-electric cars of the same design. All the McKen motor cars, a straight gasoline job built in Omaha for a large number of steam railroad branch lines, had the wedge-shaped front and rounded rear end. These cars were built about 1914. After this, interest in streamlining dropped for some time.

Aeronautical engineers took up the study. They discovered that the early electric car experimenters were wrong, as the wedge-shaped cars would have performed better if they had been turned end for end with the rounded rear end in front, and the parabolic wedge in the rear.

The first modern streamlined cars were built for the Philadelphia & Western, aiming at speeds of 100 mph. Dr. Thomas Conway Jr. deserves the credit for this innovation. Although the P&W cars are not now operated at speeds as high as originally contemplated, due to the excessive curvature of the route, they do make better than 80 mph and are very beautiful cars. The necessity of making them double-ended interfered to some extent with perfect streamlining, and their appearance is much better as single units than in trains, but we fail to see how a better or more beautiful car could have been built. The Fonda, Johnstown & Gloversville cars (now Bamberger 125-129) were built a few years later; they are single-end cars and present a much improved appearance.

Streamlining of PCC cars might better be termed "streamstyling," as it is for appearance only. The newest models have spoiled the PCC's sleek appearance by incorporating a ventilating scheme in the roof that reminds one of the old-time ugly monitor roof. This defect must be remedied if appearance is to be retained.

Power Companies Attitude

Some railfans may have wondered why an electric light and power company which owns and operates a street railway system should be anxious, in many instances, to junk the electric railway. Do not the trolleys use electric power, and doesn't that fact make them a good customer of the power company? Time was when 'twas so, but apparently so no longer.

The maximum use of electricity (the "peak") by electric railways usually occurs between 7:00 AM and 9:00 AM and again between 4:00 PM and 6:00 PM. On the other hand, the peak use of electric power by the entire electric system usually occurs between 7:00 PM and 9:00 PM when everyone is at home and has the lights turned on. So, since the trolley system's peak did not coincide with the power company's peak, the electric railway was considered a very desirable and profitable customer.

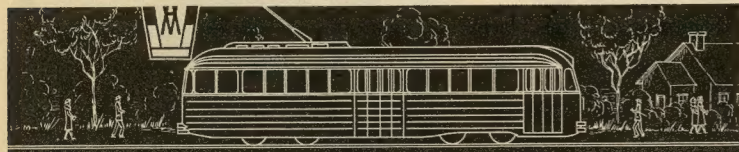
In recent years the situation has altered somewhat. With the increasing use of electric ranges, mother is home cooking the supper between 5:00 and 6:00 PM while papa is riding home on the trolley. With this earlier electric cooking load, the sharp late afternoon peak of the railway may have its effect on the total power peak. Again, while there are not as many cars operating between 7:00 and 9:00 PM, there are a considerable number out on the line at those hours and this use of power surely coincides with the big peak.

During the war very few power companies were able to increase their generating and distributing facilities. Long strikes at the Westinghouse and General Electric plants, as well as at Allis-Chalmers, has made it difficult to obtain delivery on new generators and transformers in the postwar period. Power companies are dangerously short of capacity and face the possibility of being unable to meet the needs of the communities they serve. Only by judicious interchange of power has it been possible to meet the peaks thus far.

Under these conditions, it is easy to see why power companies might welcome abandonment of trolley lines, thus releasing more power for their other customers. In Tampa, the company was very short of power and it is said that the prospect of releasing power from the streetcars to other uses was one of the factors that prompted the company to let the railway go. Vitrally needed power was then made available to other industries, as well as for homes and stores. This action may have postponed for a year or two the day when new facilities would be necessary.

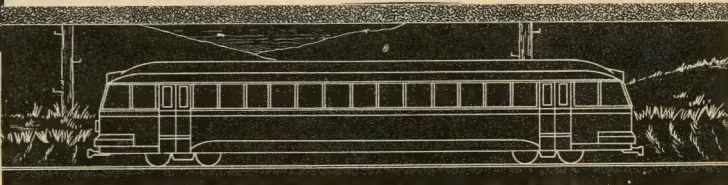
The electric power needs of the country have increased by leaps and bounds in recent years, spurred on by the war and in the postwar period large additional gains in the use of electricity are expected. Perhaps now railfans may begin to appreciate the attitude of some power companies when they have the opportunity to scrap their none too profitable electric railways.

The attitude of the power companies is short-sighted. We recall the words of a leading engineer, "If electricity fails in the transportation field, it will be the first instance when electricity has given way to any other form of power." It may be noted that the success of diesel locomotives (so-called) on our main line railroads would have been impossible; were it not for the fact that the final drive is through electric traction motors. The time may come when the power companies will rue the day they surrendered the traction load to the oil companies, just as the public has already rued the day when it agreed to accept an inferior form of transportation in lieu of the reliable and comfortable trolley car.



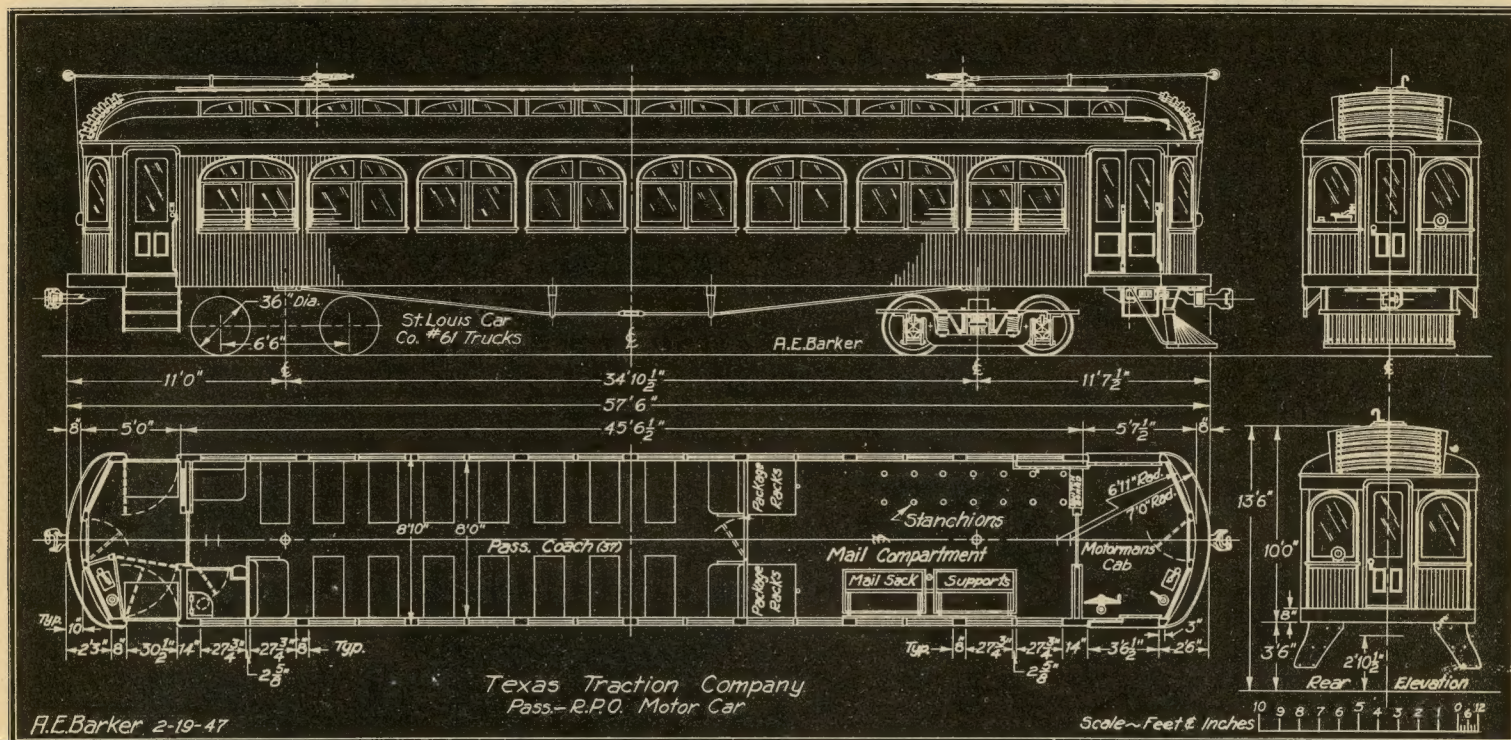
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By A. E. Barker

7-TEXAS TRACTION WOODS



On August 15, 1914, the Texas Traction Co. of Dallas Texas, put in service the first of two rebuilt cars which were to serve as U.S. Railway Postoffices on its Denison-Sherman-Dallas interurban line. A short time later the second car was ready, and we see the first interurban RPO service in the southwest in full operation.

Texas traction got into the RPO business at the request of the populace of towns along its line; citizens noted and appreciated the speed and efficient service the big TT trains provided them, and soon clamored or their mail to be brought to them by the same dependable transportation. So convenient was the interurban's scheduled service between towns that mail delivery between any of the points on the line was assured on the day of writing.

On the same day, the company was notified by the Federal Bureau of Investigation (FBI) that the Department of Transportation (DOT) was planning to issue regulations pertaining to RPO compartments in cars, it was necessary for TT to remodel two of its standard passenger coaches. TT owned eight passenger coaches, four combos and two express cars (all motors) and the two which became RPO cars were selected from the eight coaches. All these cars had been built by St. Louis Car Co. in 1907 and formed the equipment with which the company opened its service on July 1, 1908.

In remodeling the two passenger motors, TT left the rear of the cars in their original condition, but removed seats and accompanying passenger comforts from the forward ends. In this space was built the mail room, equipped with all standard paraphernalia used in the distribution and handling of United States mail---which included sorting counters, registered mail sack compartments, mail sack holders and mail sack stanchions (2" pipe, running from floor to roof).

In charge of this room at all times on the road were the U.S. mail clerks. For the initial schedule, two RPO runs daily each way were ordered, leaving Denison at 5:50 AM and 3:50 PM and leaving Dallas at 11:00 AM and 8:00 PM. The run of about 86 miles was made in 3 hrs., 40 min., and the two clerks handled and distributed the mail enroute.

The passenger compartment, left in its original state, was very handsome and a word or two describing it will no doubt be welcome. Seats were reversible, high back, rattan with mohogany arm rests. The interior finish was mohogany decorated with inlay lines. Ceiling



GENERAL INFORMATION - TEXAS TRACTION R.P.O.:

Road Numbers: 351, 352
 Builder: St. Louis Car Co., 1907
 Rebuilt: Texas Traction Co., 1914
 Length Over Bumpers: 57'6"
 Length Over Corner Posts: 46'0"
 Length Over Body End Sills: 45'6"
 Length Over Vestibules: 55'10"
 Width Over All: 9'0"
 Trucks: St. Louis MCB 61
 Body: Wood, Steel Underframe
 Couplers: Tomlinson
 Pilots: Wood, Locomotive Type
 Markers: Ohio Brass
 Color: Pullman Green
 Headlight: General Electric Arc
 Motors: Four G. E. 73, 75 HP
 Control: G. E. Type "M"
 Brakes: G. E. Straight Air
 Voltage: 600 DC

Accompanying photos of Texas Traction cars and scenes are from the collection of Wm. C. Janssen.

was of the "semi-Empire" type of three-ply poplar veneer, painted and decorated. Silk curtains on spring rollers protected passengers from the rays of the hot Texas sun. The cars were double-end, but inasmuch as wyes were used at both terminals, they were generally run as single-end cars.



How do you like white-on-black instead of the former black-on-white in the Barker drawing? Your comments will be appreciated.

NEXT MONTH: "ELECTRA"

LABOR AND ELECTRIC RAILWAYS

By Felix Reifschneider

3 - THE EMPLOYEE'S PART

We have seen that railways are abandoned line by line when expenses exceed the revenue on each line, until finally virtually nothing is left.

One of the biggest single expenses in operating a car or bus line is the wages of the motormen and conductors, or with one-man operation, they are usually referred to as "operators." In the horse car days, drivers and conductors worked 15 to 16 hours per day for a dollar. \$1.25 per day, for a 12-hour day, would have been considered a big wage. We were talking to a man the other day who told me he was a conductor on an open car in Tampa, Fla. in 1906, and he received 7¢ per hour. On poorly managed properties, the conductor was able to pilfer enough nickels to feed the motorman and himself, perhaps with a little extra on the side. On properties whose management was strict, the employees were mercilessly exploited. Yet such was the custom of the day. Horse car lines worked on a very narrow margin, and the business methods were similar to those then in vogue in the lively stable business with their hack drivers.

But when electric railways came in, the companies worked on a better margin, better men were hired, and they were paid better wages. Since World War I, railways have paid their men well, and a job on the street cars has provided a good living under favorable working conditions. Today, many operators receive more money for working one hour than their fathers did for working a 12-hour day.

It is the great increase in wages, with only slight increases in fares (from an average fare of 5¢ or less to about 8¢ today) that has made the railway business so precarious financially. Yet the men are entitled to decent wages. No sane person advocates paying men a starvation wage, even if it were possible to do so.

But we do believe that, if the operators are receiving \$1.05 an hour, and the company

can afford to pay no more, the operators should be satisfied. We do not believe that they have a right to go on strike and destroy the company if they don't get \$1.10 per hour. Five cents per hour extra wages do not mean life or death to the employee, but they often do mean solvency or bankruptcy to the company. Of course, it is rare for a company to go bankrupt immediately after an increase in wages. The usual policy is retrenchment, as we have explained previously, which means abandonment or curtailment line by line, until after a period of years, no car lines are left.

In comparing hourly wages in the transportation industry with those paid in other industries, it must be remembered that the annual earnings of railway men are often twice as high as those of other men whose hourly rates are much higher. This is due to the fact that some men, such as carpenters or painters, may work less than 200 days in the year, cannot work out doors when it is raining or snowing or too cold, while the railway men work all the year round, and are assured of a steady job, without loss of time when shifting from one project to another.

When confronted with the facts of the case while a wage increase is pending, and the employees are convinced that the company cannot afford to pay more, the following reaction is often met with: "Oh, what the heck! If the company goes broke, somebody will have to operate the cars." That this is not so is evident today, when we find hundreds of electric railways that have disappeared. In some cases, there is no service at all; in other cases, a few miserable buses employing only a handful of men, in contrast to the trolley that had hundreds of men on its payroll.

Another reaction is this: "Let the city take it over and run it." This is not the ideal solution that it seems. That government ownership does not mean continued employment for the men is seen in the non-paying postoffices that have been closed

up, in various government enterprises that have been liquidated when losses became too great. It is not fair to expect the taxpayers to foot the bill when a business cannot economically support itself. A saner attitude was epitomized recently by the employee of a municipal railway who was speaking against an increase in wages for the car operators, who were already getting almost the highest wages in the nation. A friend of his chided him: "Why, Bill, how can you talk against higher wages when you work on the cars yourself?" Bill answered, "Listen, I work on the street cars eight hours a day. I quit work at 4 pm this afternoon. Now I'm a citizen and taxpayer of this city the same as anybody else." If anyone needs to be convinced, the Tacoma Municipal Belt Line, a bus line owned and operated by the city of Tacoma, Wash., is shortly to discontinue all service and be completely abandoned, because it doesn't pay. Up until a few years ago, this was a street car line, but was bus-tituted. The buses didn't pay any better than the street cars did, and municipal ownership didn't save the jobs of these men when deficits started mounting up.

One of the more touching instances of loyalty of employees to the company and to the street cars was afforded by the trackmen on trolley lines shortly after the end of the first World War. Trolley lines were having a hard time making both ends meet, bus lines in some towns were competing with the trolleys, and there was talk in the air of substituting buses for the trolley cars. Now most of these trackmen were Italians. They knew that buses need no tracks, and that in the event of substitution, they would be out of jobs. The writer remembers overhearing many heated discussions on the back platform as the trolley skimmed thru the countryside, the trackmen arguing with the conductor and passengers that the trolley was the best for all. These men spoke the truth, altho many of their arguments were discounted because of their evident self-interest in the outcome.

\$1.57 PER HOUR!! Believe it or not, Detroit carmen and bus operators are demanding a pay increase which will give them \$1.57 per hour---25¢ more than they now get---which is probably the most fantastic wage demand ever presented to the transit industry. The present Detroit top of \$1.32 is next to the highest in the nation---but you can't satisfy some people. Operators in Detroit have gone on record as refusing to operate one-man streetcars, so any wage increase granted them makes the future of streetcars in that unfortunate city even darker than at present. The union is also demanding a change in sick rule provisions which would add \$50,000 to the DSR annual payroll---and asks that "extra" men be paid full hourly rates for all time spent waiting for runs.

NEW NAME FOR KEY: Falling in line behind the National City Lines' banner, Key System will now be known officially as "Key System Transit Lines." The new name has been worked into the company's emblem---similar to the familiar Fitzgerald trademark used from coast to coast. L. A. Reeves and W. L. Craven, Los Angeles Transit Lines' executives, are now in active charge of Key, supervising rehabilitation of carbarns and bus garages and repainting of equipment.

MEMPHIS DATE SET: Col. Roane Waring, head of Memphis Street Railway, announces that the last streetcar in that city probably will run on May 15th. Conversion of the system to rubber-tired vehicles was originally slated to take place by January 1st but material shortages and labor troubles among manufacturers caused delay.

SHANGHAI DECISION: The \$6,000,000 streetcar system of the Shanghai Electric Construction Co. appears to be in danger of conversion to a municipal system. The Shanghai City Council must decide the future course of the trolleys by April 9th.

FRANCE GOING T-C: The French government's four-year modernization plan for transit involves replacement of streetcars by trolley coaches on a national scale. Streetcars have already virtually vanished in Paris, and 60% of the streetcar routes in other French cities are due to be taken over by 2500 trolley coaches and 300 motor busses.

BIRMINGHAM CONVERSION: Birmingham Electric Co. converted three more lines to trolley coach operation on February 15th: Norwood-11th Ave. (South), South Highlands, and Edgewood.

MEMPHIS ALSO: Memphis Street Railway Co. expects to ring the final gong on four streetcar lines about April 1st. Lines then to go trolley coach are to be equipped with latest model TCs from Pullman Standard. Tracks will be removed and streets repaved within 250 days.

LEHIGH VALLEY TRANSIT: LVT has been authorized by the SEC to sell its steam generating plant at Allentown and its electric substations at Catasauqua, Sellersville and Bethlehem for \$1,500,000 in cash to the Pennsylvania Power & Light Co.

STONE MOUNTAIN INTERURBAN: Georgia Power Co. expects to convert its Stone Mountain-Atlanta interurban line to bus operation within one year. The company now has an application for approval of the change before the Georgia Public Service Commission and has secured endorsement of the plan from the mayor, city manager and city commission of Avondale Estates, one of the communities served.

OKLAHOMA CITY: May 1st is the date set for final retirement of the last streetcars in Oklahoma City. This is the announcement made recently by Marmion D. Mills, manager of Oklahoma Railway. However, interurban service to Norman will operate for an indefinite period after May 1st.

NATIONAL CITY LINES: National City Lines has reported to the SEC on certain financial transactions which will be of interest to our readers. NCL reports that it paid \$2,948,995 (\$35 a share) for the 84,257 common shares of Railway Equipment & Realty Co., Ltd., purchased last May. The stock purchased represents 64% of the outstanding common and 7 shares more than 50% of total common are preferred having voting power. Since last May, NCL has purchased 1,000 additional shares of common. Other NCL transactions recently: 100% of the outstanding stock of Lang Motor Bus Corporation and Long Beach Motor Bus Corporation (Calif.) have been purchased for \$1,025,665. Since the conversion of collateral trust notes of St. Louis Public Service Co. into Class A stock, NCL now owns 43.05% of the voting stock of that company.

Bamberger Railroad
Special No.4 (50c)



NEXT MONTH: TRAMWAYS OF COLUMBO, CEYLON (Kocan)

Interurbans

PICTORIAL PAGE

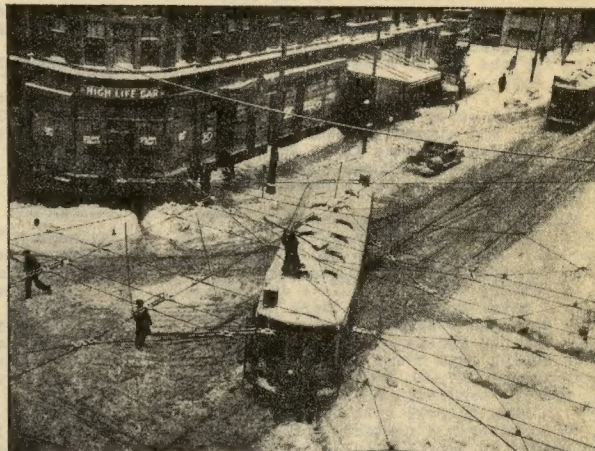


DEEP WINTER—Busses and automobiles were stalled by a 12-inch snow-fall in Milwaukee which blew into six-foot drifts. People walked to work

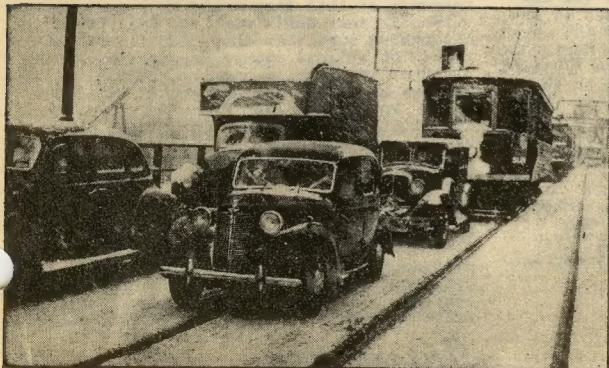
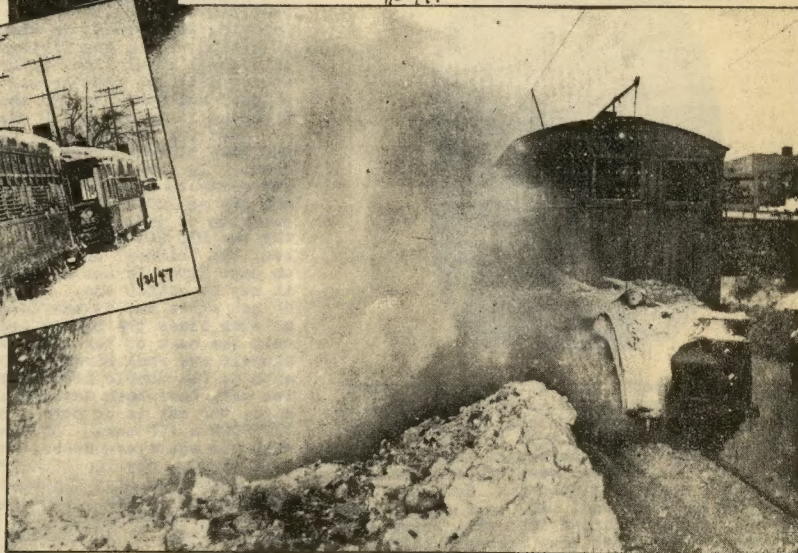
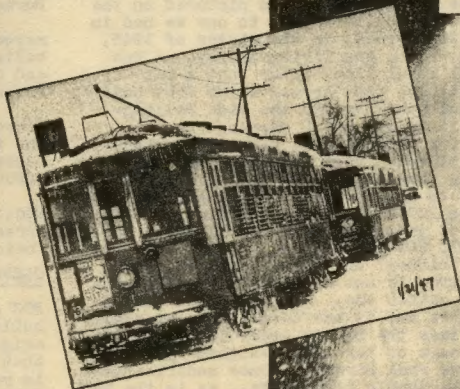
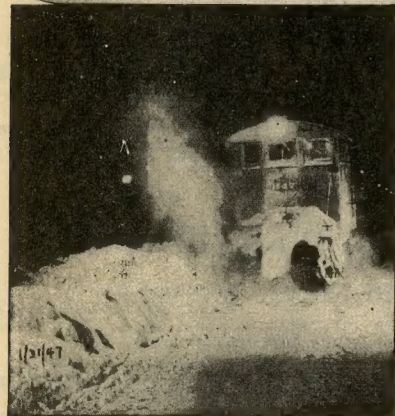
or they didn't go. It was part of the storm picture



And this is the intersection of N. Plankinton and W. Wisconsin Av., looking west. Remember last July when it was around 90 in the shade and you were wishing for a day like this? Well, here it is and we haven't heard one person say: "Brother, just what we've been waiting for." And we don't expect to. **1/30/47** Sentinel Photo by Ernest Anheuser.



TROUBLE under wheel and trouble overhead was the story for the few streetcars that did try to carry on yesterday. When this one was turning off N. Plankinton Av. onto W. Michigan St., its trolley tangled in the wires, and the motorman had to crouch on the snowy roof to straighten things out. **1/30/47** Sentinel Photo by Leland Benfer.



TRAFFIC JAM, GRANVILLE BRIDGE

INTERURBANS' Pictorial Page this month is devoted to the coming of winter to two widely separated transit systems, Milwaukee and Vancouver, B. C., with Milwaukee the harder hit of the two. Even some T M E R & T car lines had to be suspended temporarily when ice formed inches thick on special work. Main difficulty in Vancouver (photo at left) was the stalling of autos on track. In both cities, however, one glaring fact stood out: rubber-tired transit vehicles were stalled as easily and quickly as private autos. During the critical time snow was piled high, it was the faithful old streetcar which performed the entire transit duty in these cities.

↑ **2/1/47**
More and more street cars went back into service as the hours ticked by yesterday and early today, and one of the reasons is this plow sending out a huge spray of snow. It was good for the street car tracks, but had on snowbound automobiles which already were buried in the white stuff poets write about. **35** Sentinel Photo by Clarence Leino.

MAIL CALL

OPINIONS EXPRESSED ON THIS PAGE ARE THOSE OF THE WRITERS AND MAY OR MAY NOT COINCIDE WITH THOSE OF THIS PUBLICATION.



VALLEY CITY INTERURBAN: I recently visited Valley City, North Dakota, and found the Valley City Interurban Railway still in operation. From remarks I got I think that this outfit is thinking of getting a diesel when it can afford one. #2, their electric combination motor, was built in 1914 by Maguire-Cummings for them. The outfit is really an interchange between the Soo Line whose station is about 2½ miles out of town and Valley City and the Northern Pacific. The car at present has only a primer coat of white paint on it, applied about two years ago. Rail is bad and bonds are very loose. The company had another motor, #1, which was scrapped when they received the present motor in 1914.

---W. E. MILLER
PIEDMONT, CALIF.

CRUSADING AIR: It's time again to send you the two bucks for another year, and a better two bucks worth I couldn't find anywhere than in INTERURBANS. I notice that the publication has taken on quite a crusading air of late. I'm one of the "dreamers of the past that love to drool over the old arch window jobs" but I can see your point and this is not condemnation by any means. As long as you continue to throw in a couple of pages of "Outstanding Interurbans" and those intelligent pieces by Reifschneider I'll be waiting for the issues always.

---HAROLD AHLSTROM
BUFFALO, N.Y.

BORED WIFE: I enjoy INTERURBANS very much, and almost get run out of the house on the day it comes for I just can't wait to finish eating dinner and wind up with it in front of me and a bored wife behind the paper!

Please don't put model stuff in INTERURBANS. Space is at a premium for news, and any modeler can get all the model stuff he can use in model railroad magazines.

Am pulling for Louisville's 4th Street line as I spent three years there during the war and know the situation well. I don't see how two-car trains on a three-minute headway during rush hours can be replaced by busses unless they run two abreast with no other traffic permitted on the street. 4th Street is very narrow, with no room for an auto to go between streetcars and parked automobiles, so the pace is quite slow as it is.

---FRED W. MOULDER
BUTTE, MONT.



MAIL CALL: I would like to add my two cents' worth as far as Mail Call goes in your magazine. Please do keep it up, if not all of a page, at least half of a page. I have read some very interesting letters in it, something I would have never heard or read before if you hadn't printed it. So I say, by all means keep the Mail Call page going, picking out the best letters that will bring pleasure to the juice guys here and there. I do hate to read those crank letters though; everyone has a different view, I know--- but some of them are the same thing over and over again and I hate to read them.

---R. W. BIERMANN
SAN FRANCISCO, CALIF.

SUBSCRIPTION CANCELLED: I do not feel like subscribing to your magazine in 1947...because it has been dealing with eastern roads with which I am not familiar at all.

---WILLIAM BASSIER
ALHAMBRA, CALIF.

PHILADELPHIA SCENE: Here in Philadelphia we are impatiently awaiting delivery of our first postwar PCCs, expected some time in January. They are to be used on our longest and heaviest line, Route 23. Also on order are 110 additional PCCs, which have not as yet been definitely assigned. Also due are 60 trolley coaches (which will replace cars on Route 75 and also one other car route not yet chosen) and 200 busses, very few of which will replace existing rail service as they are needed to restore regular bus lines curtailed during the war.

The only casualties of 1946 in this area were the late lamented Fairmount Park trolley and Route 37---the stretch between Essington and Chester (about 4 miles).

1947 will see a few conversions, the most important so far being Route 75. Our two remaining Birney lines, 14 and 78, also are scheduled to go and the five Birneys left will be scrapped.

However, the bulk of local transit service here will continue on rails. There are very few lines where it is desirable to cut down the seating capacity of the vehicle and or clog the streets up with many additional vehicles. Philly continues a trolley city for sound economic reasons.

---BOB ABRAMS
PHILADELPHIA, PA.

PCC BULLETIN: I am in favor of a PCC bulletin as suggested by Warren H. Deem recently. In my opinion INTERURBANS should continue its present policy in printing the news. Congratulations on your PCC and Non-PCC articles.

---NICK GANAVAZOS
NORRISTOWN, PA.

BRILLINERS: The November issue was very fine. You are really giving electric railways a "plug" in as discreet, yet partial manner as possible; something that has been sadly lacking in juicefan periodicals.

Because I am so partial to Cincinnati curved-side cars, I picked up an error via Bill Reddy in your magazine, to the effect that the Niagara, St. Catharines & Toronto owned the only curved-side cars operated in Canada. Perhaps I am to blame, though, for in my story of those cars, I did not list the ones (I believe there are two) which are running up in Port Arthur-Fort William service. These two came from a U.S. line, and I'm not sure which one it was. But they are in use now and I believe they are numbered 20 and 21.

Those bus accidents you pictured on the back page were child's play to one we had in Passaic, New Jersey, in the winter of 1945, at a time when I was living nearby. A bus of a small local line, after just a bit of an icy drizzle, went across a 100 foot bridge, skidded and went through the side railing--- drowning in excess of 20 passengers.

Now for some minute, picayune correction, the like of which only railfans can bring forth. In your article on the Brilliners, you refer to all cars pictured there as such, and not as PCC cars. Without going into the question of just what makes a PCC car, and why the PTC 2022 is not one, by the same token, the "birney" of Marion Railways, shown on page five, is not a "Birney" however much it may be called one. For (and with this I do not agree but it has been thrown up against me ever since the Birney story in "Railroad") only the cars of the type designed by Birney himself are real Birneys. Once modifications, such as the double doors, etc., as in the Marion car, have been incorporated into the design, the car is no more a Birney than is the PTC 2022 a PCC car. Of course I do not agree with the above arguments, but if the Marion 24 is a Birney, why isn't the PTC 2022 a PCC car?

After you have finished working on that H&F argument which I sent you, get into this new one. Incidentally, did you give up on the H&F question, or do you admit honorable defeat?

---STEPHEN D. MAGUIRE
BELMAR, N.J.

(Ed.: If Brilliner 2022 is a PCC, then Brill infringed upon Transit Research's patents. As for Marion 24, there is no doubt that it is not a true Birney---but who cares? For the H&F argument ("Is the H&F An Interurban") see next month's INTERURBANS.)



BOOK: In 1926 a book was published called "Electric Railway Engineering." It was published by the International Textbook of Scranton, Pa., and deals in electric railway systems, line construction, track construction, motors and electric car equipment. It's quite an interesting book and one which serves to give much technical knowledge on electric railroading. I believe this book is now out of date, but could possibly be found in some public library or old-book store.

Speaking of old interurban cars as did S. A. Liebman in the November 1946 issue, there are some old Birneys near Jamestown, N.Y., made into tourist cabins; JW&NW uses the body of Chataqua Traction car #107 as a tool shed, while a box motor is made into a chicken coop between Harvell and Canastota, N.Y.; presumably this box motor belonged to the Harvell & Canastota Traction Co.

---BILL REDDY
BUFFALO, N.Y.

FREE COPIES: Was very interested to read that you supply extra copies at no charge to officials concerned in cities where electric railway services are in jeopardy. Recently the situation here in Vancouver has taken a bad turn and I wonder if your offer might be extended to certain persons here.

Briefly the story at present shows 254 rubber tired vehicles on order, 42 of which are trolley coaches. Although 36 PCC cars are being operated in Vancouver, no further orders for these excellent vehicles have been placed. The British Columbia Electric Ry. recently acquired a new president whose sympathies seem to lie with rubber tired vehicles, although I believe present intentions are to keep some car lines, plus all interurban lines with the possible exception of Burnaby Lake.

More to be feared, however, is the new mayor, who has more than once stated his belief that "streetcars on rails are obsolete" and one of his campaign promises was an all-bus system for this city.

Following is a list of names of persons directly concerned....Hope you will extend the influence of INTERURBANS in preserving Vancouver's rail lines.

---V. L. SHARMAN
VANCOUVER, B.C.

(Ed.: Names listed have been placed on our free subscription list and copies are now being sent.)

CLEVELAND PCC CARS: Cleveland Transit has 11 of the ex-Louisville PCC cars in operation now. These St. Louis-built cars are infinitely better than CTS's original PCCs built by Pullman. I believe that the former CTS general manager McCarter is responsible for the cheesiness of the Pullmans---he changed the order to make them narrower so that they would have more resale value "if they don't work out well here." He was making sure that they didn't work out well! He skimped everywhere possible. Instead of the regular non-jam automotive type windows he put in the push-beave type bus sash. For some reason I can't figure out, the St. Louis cars seem faster than the Pullmans---this shouldn't be, but it is! They are also quieter; the Pullmans rattle like a bus, and they also have a roaring sound to the trolley at high speeds (40 mph); they should use the shoe trolley---but that would be efficient, so it can't be considered. The StLs also have an automatic treadle on the exit doors which enable the motorman to forget about the center doors once they are opened. The Pullmans have a manual switch!

---BILL VIGRASS
LAKEWOOD, OHIO